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**CENTRAL INTELLIGENCE AGENCY**

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COUNTRY Germany (Russian Zone)

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**SUBJECT**     **Brandenburg-Briest Airfield**

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1. On 8 December 1949 the Brandenburg-Briest (N 53/Z 13) airfield was observed from all sides between 11 a.m. and 4 p.m.. There was a cloud ceiling of about 1,800 meters. There was a firm E-W runway staked out by little flags, about 50 meters apart, on each side. Serviceable hangars were not seen. The field was strictly guarded by soldiers wearing red-bordered, black epaulets, apparently posted around the field only during flying activity.
2. At the take-off point on the east end of the runway there were four to six trucks, about 60 to 70 men, and five single-engine low-wing monoplanes with which practice flying was done.
- a. Description: Radial engine painted red with small red hub, trapezoidal wings, long, glazed two-seat cockpit, seats in tandem, landing gear retracting inward, retractable tail wheel.
3. Two jet fighters took off and landed between 11 a.m. and 2:30 p.m./ at intervals of 10 to 20 minutes. They made only local flights, as the jet aircraft repeatedly flew [redacted] at an altitude of only about 30 meters, [redacted] the planes were of the same type 1 as [redacted] seen at the Zerbst (N 52/D 98) airfield on 28 October 1949.

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a. Description: (see Annex): Landing gear retracting inward nose wheel with sheet cover at fore retracting rearward. Firing holes or protruding weapons not recognized. Painted light blue, no national emblem or other markings. Span about 20 meters, length 11-12 meters. Estimated maximum speed from 700 to 750 kmph.

4. A little more than half of the runway was needed for the take-off with a west wind of from 8-10 m/sec. After leaving the ground the plane flew to the edge of the field at a low altitude then climbed slightly steeper than a good conventional plane at a speed of about 250 to 300 kmph. After a turn of 180 degrees the plane flew at a speed of from 350 to 400 kmph at an altitude of from 600 to 800 meters, with the landing gear extended. After the landing turn the

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landing flaps were lowered and the plane came in a steep gliding flight and without gas. After pulling out of a dive there was no long hovering. About three-fourths of the runway was needed for landing. At about 2 p.m. there were some flights apparently made by beginners. At the left turn after the take-off one plane was almost in a steep bank flight position. The correction given by the flight instructor was clearly recognized. The plane was jerkily pulled out of this position and then climbed. After two or three such unsatisfactory flights, training with jet aircraft was stopped. From the observed flying it appeared that the pilots trained on jet planes had had little flying experience.

5. Twenty to twenty-four railroad freight cars, closed and guarded, were standing on the field spur track not far from the Goorden prison. Apparently the main entrance gate of the field was also there.

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The soldiers, 19 to 22-year-old corporals and some officers, wore fur jackets and fur caps (no helmets with built-in headsets).

6. The following additional information on the described jet aircraft was obtained:

a. No wire screen was noticed in front of the air intake. In case there was one it must have been painted black and set inside the aperture. No weapons were seen but facilities for their installation were available in the considerably thickened leading edges of the wings set directly at the fuselage.

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the nose wheel could not be turned sideways when retracting as there was a vertical wheel guard which extended down the whole shaft to the wheel. It was difficult to estimate the gliding approach speed because of the steep gliding flight. Only one exhaust aperture was recognized. The tandem arrangement of seats was clearly seen.

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7. Jet aircraft of two types were seen doing short practice flights at the field on 20 December 1949. All planes had one nose wheel, two had swept back wings and a high elevator assembly, and one plane had wings set horizontally to the fuselage.

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8. On 20 December 1949 between noon and 4 p.m. three jet fighters of two different types practiced flying. After landing the planes were towed by caterpillar tractors to the take-off point. About half the runway was needed for the take-off and about three-fourths for the landing. There was gentle breeze. About 25 conventional fighters were parked on the southern edge of the field.

9. Description of jet fighters:

a. Type 1: Low-wing monoplane, tapering wings, one turbine, air intake in nose, exhaust under fuselage, single rudder assembly, landing gear retracting inward, painted dark green, two-man crew, similar to conventional fighters.

b. Type 2: Low-wing monoplane, all-metal construction shining brightly, wings swept back and tapering, one turbine, intake in nose, exhaust at tail, high elevator assembly, two-man crew.

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10. About 25 conventional fighters and 6 jet fighters were parked near the former flight control station on 13 January 1950. Three jet fighters practiced flying between noon and 3 p.m., in almost cloudless weather and a westerly wind of about 10 kmph. The aircraft looked different from all jet fighter types previously observed in Briest.

a. Description: Low-wing monoplane, all-metal construction, wings considerably swept back, cut at tips, stubby fuselage, flat, two-seat cockpit, very large and high rudder assembly above tail, swept back elevator assembly set at upper part of rubber assembly. Air intake in nose, exhaust in tail. No antenna or weapons. No other markings other than Soviet star at fuselage. It appeared that the wings were considerably dihedral at gliding flight but this may have been an optical illusion.

11. While the three jet fighters practiced flying the remaining six jet fighters were standing on the parking site. A kennel was recently set up on the western edge. According to Soviet soldiers, the dogs were used for patrols.

25X1 [ ] Comment:

- 25X1 a. [ ] jet and conventional fighters are stationed at the field.

b. The information that the field was guarded by army soldiers on 8 December 1949 is considered credible as, at that time, the Briest field was not permanently occupied by air force units but used only as a training ground by the fighter regiment stationed in Brandenburg-Arado. The fighter regiment was transferred from Brandenburg-Arado to Briest on 10 December 1949. The transfer probably took place because the Brandenburg-Arado airfield has no concrete runway. Another report [ ] confirm the transfer of the regiment.

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c. The Brandenburg-Briest airfield is apparently used for pilot training with Yak-11s described in para. 2 and with two-seat jet aircraft types.

d. The described jet aircraft types are very probably a two-seat version of the MiG-9 plane and a two-seat, swept-back wing fighter type. The planes were apparently of the same jet type as observed at the Zerbst, Grossenhain, and Oranienberg airfields (most of them, however, single-seat).

Although the presence of two different swept-back wing fighter types described in paras 9 and 10 has not been confirmed, it is believed possible. As previous descriptive data on wing shapes did not agree, it is considered possible that some swept-back wing types have pointed wing tips and others cut wing tips.

e. The following general impression is obtained on the occupation of the Brandenburg-Briest airfield:

The field was occupied by the Brandenburg-Arado fighter regiment

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Previously stationed in Jueterbog-Altes Lager. The regiment, whose numerical designation is unknown, is equipped with about 30 LA-9s, about 10 jet fighters and some Yak-11s. The pilots are apparently retrained from the MIG-9 plane on a swept-back wing fighter type.

1 Annex: Jet Fighter Type Observed at the Brandenburg-Briest Airfield

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